

*The*  
**CANADIAN**  
**ROCKIES**  
*Mt. Robson Route*







# Canadian Rockies-Mount Robson Route



Valley of a Thousand Falls, Mount Robson and Emperor Falls on Left, Whitehorn Mountain on Right. All This Seen from Mount Robson Trail

## THE CANADIAN ROCKIES—MOUNT ROBSON ROUTE and Scenic Seas of the North Pacific Coast

*"There's where mountains reach the sky,  
There's where silver rivers lie,  
Reflecting glories from on high."*

The scenic grandeur and wealth of romance of the Canadian Rockies and North Pacific Coast Country alone make the strongest appeal to those looking for new fields of travel and exploration. No more interesting trip can be imagined than that offered by the Grand Trunk Pacific Railway through the prairie country of the Western Provinces of Canada, and through the heart of the finest section of the Canadian Rocky Mountains, followed by a delightful 800-mile sea voyage on one of the Grand Trunk Pacific steamships through the "Inside Channels" from Prince Rupert to Vancouver, Victoria and Seattle, or vice versa, with side trip to Anyox, B. C., or Alaska.

Owing to restrictions put upon transatlantic travel this year, and to immediate after-war conditions, Americans and Canadians

can well take advantage of the opportunity to see the wonders and beauties of their own country, which is unsurpassed anywhere, particularly when such a trip may be made in absolute comfort over the lines of the Grand Trunk Pacific, who feature their "Character Service."

### OVER THE PRAIRIE, WINNIPEG TO EDMONTON

From Winnipeg to the mountains over the lines of the Grand Trunk Pacific Railway is but a thousand miles of pleasurable travel through the richest grain fields of the world, where hundreds of millions of bushels of grain are harvested annually and where millions of acres yet await the homesteader and the plow. The immensity of this country is a marvel to all travellers not familiar with the prairie, and one never tires of the scene—it is continued expectancy and interest. This immense expanse of fertile country is one vast farm, dotted here and there with thriving villages and prosperous towns and cities, bristling with energy and young life, practically all of which represent the growth of twelve or fifteen years, or since the right-of-way was surveyed for the Grand Trunk Pacific. In the spring the far-reaching expanses of grain sprouting from mother earth is an inspiration only surpassed by a vision of the same fields when the small plants have ripened into golden grain. In addition to grain-growing, the dairying and ranching industries are of immense importance. Vast herds of the finest cattle fatten on the rich prairie grasses every year, and immense meat packing plants have been established in many of the principal centers.

### OUT WHERE THE WEST BEGINS

*"Out where the hand-clasp's a little stronger,  
Out where the smile dwells a little longer,  
That's where the West begins."*

*Out where the sky's a trifle bluer,  
Out where the friendship's a little truer,  
Out where everything is newer—  
That's where the West begins."*

—Arthur Chapman

Forty years ago Winnipeg was but a Hudson Bay Post and but a few years previous Indians chased herds of buffalo over the expansive plains where this prosperous city of 250,000 people now stands. Winnipeg is the metropolis of Western Canada, an immense railway center and the home of many large financial and wholesale establishments. It is the Hub of the Dominion where Eastern Canada reaches out to the West for interchange of business, out where the spirit of the West begins. The splendid Fort Garry Hotel, built by the Grand Trunk Pacific Railway, on the site of Old Fort Garry of Indian days, insures the best of accommodation, and a sojourn of a few days in Winnipeg will not readily be forgotten.

Other important cities reached by the Grand Trunk Pacific are Portage la Prairie, Regina, the capital city of Saskatchewan, Moose Jaw, Prince Albert, Saskatoon, Calgary, and Edmonton, the capital of Alberta.



The Fort Garry, Winnipeg, Man.

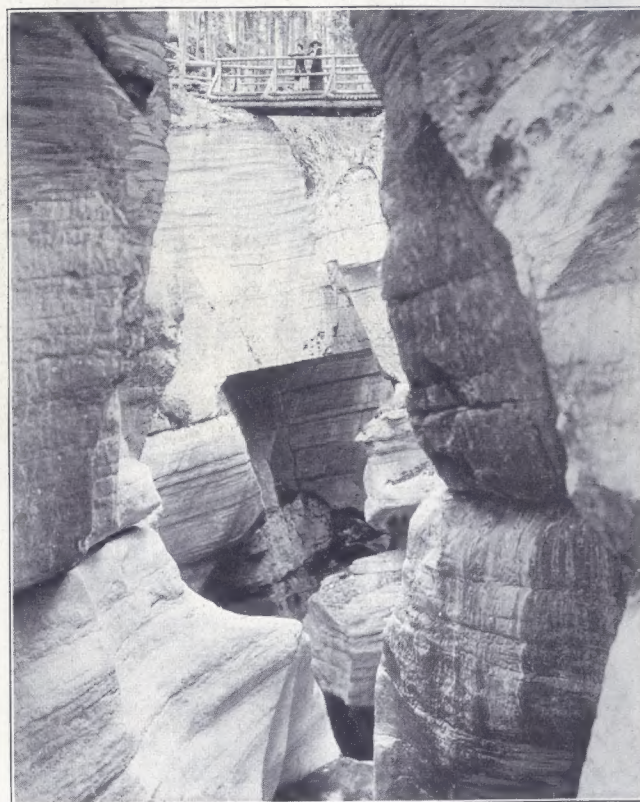


The Macdonald, Edmonton, Alberta





# Canadian Rockies-Mount Robson Route



Pot Holes or the Giants' Workshop, Maligne Canyon, Jasper Park

## LITTLE LAKE MANITOU

Adjacent to Watrous and Xena Stations, 408 and 415 miles, respectively, west of Winnipeg, is Little Lake Manitou, one of the most marvelous mineral lakes on the continent. The lake is approximately fourteen miles in length, by one and a half miles wide. Many physicians claim that the water contains curative properties of greater medicinal value than any other lake or mineral spring in the world. The waters are so buoyant that bathers may readily float without the least effort.

Regina, the capital city of Saskatchewan, is reached by the Grand Trunk Pacific Railway, on the Regina Branch, 378 miles from Winnipeg, this branch leaving the main line at Melville. Regina is one of the most delightful cities of the West, with 257 acres of parks and a population of 30,000 people. It is the center of a rich agricultural country, and side trip to Regina may be made without extra transportation charge on through tickets.

Saskatoon is the newest city of the West and has grown from a hamlet of a hundred souls into a prosperous commercial center of 25,000 people in the short space of fifteen years. Here is situated the University of Saskatchewan. A short stop-over can be most profitably and pleasantly spent.

At Wainwright, 126 miles east of Edmonton, the Dominion Government has set aside an area of 110,000 acres, known as Buffalo Park, which contains the largest herd of buffalo (American bison) in existence. Some other wild animals native to this district have also been placed in the Park, such as elk, moose, antelope

and mule deer. The nucleus of the present herd of buffalo numbered only 402 and about 340 were imported at different times since; they have increased over four-fold in ten years. At present it is estimated that there are in the Park over 3,500 buffalo, 100 elk, 200 moose, 400 mule deer and a few antelope. Recently a new species has been introduced, known as "cattalo," being a cross between domestic cattle and buffalo. This experiment promises to be very successful in producing a fine grade of animal, principally for beef and hide products. Buffalo Park is under the supervision of the Dominion Parks Branch of the Department of the Interior.

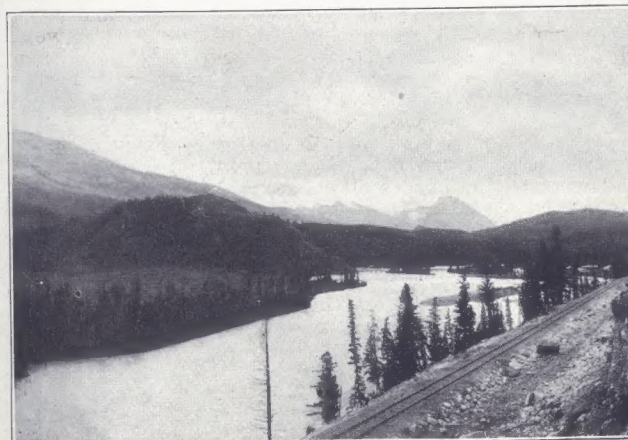
Edmonton, the capital city of Alberta, built on the site of one of the old Hudson Bay Trading Posts, is a substantially built city of 60,000 people. It is beautifully situated on the banks of the North Saskatchewan in the heart of one of the richest agricultural and grazing sections in Western Canada. It is the gateway to the fertile Peace River Country. Tourists and travellers will find here the Macdonald Hotel, one of the chain of palatial hotels of the Grand Trunk Pacific, and a day or two spent here will make a pleasant break in a journey to or from the coast. The University of Alberta is located at Edmonton. Altitude, 2,175 feet.

Without making a side trip to Calgary, 242 miles south of Edmonton, the journey is incomplete. Calgary is a beautiful city, grown up from a population of 5,000, in 1901, to 62,000 people, and is the chief commercial center of Alberta. Passengers holding through tickets are entitled to this side trip without extra charge. Altitude, 3,410 feet.

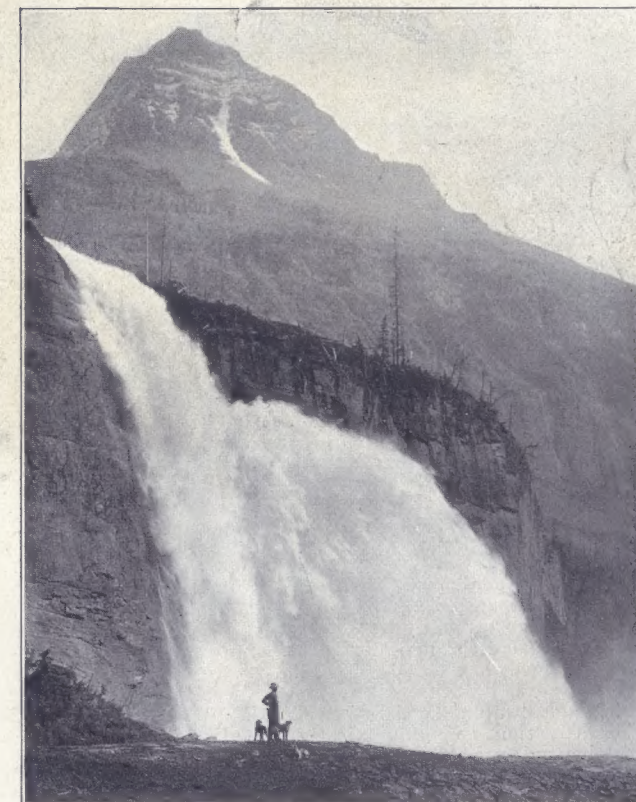
Between Edmonton and the Rockies are situated the most extensive coal fields in Western Canada, this district supplying a large part of the fuel consumed in the Western Provinces. About Edmonton coal may be found in large quantities immediately on the surface. What is known as the Alberta and Mountain Park Coal Branches, operating between Edson, on the main line of the Grand Trunk Pacific to Coalspur, Mountain Park and Lovett, was constructed for the purpose of developing the coal product of these districts.

## THROUGH THE YELLOWHEAD PASS A TOUR OF A THOUSAND WONDERS

Five hours' travel from Edmonton and you are well into the foothills that stand out as on guard for miles before the grander



Looking Up the Athabasca Valley, Mount Hardisty in Distance



Emperor Falls, Grand Fork River, Mount Robson Park, B. C.

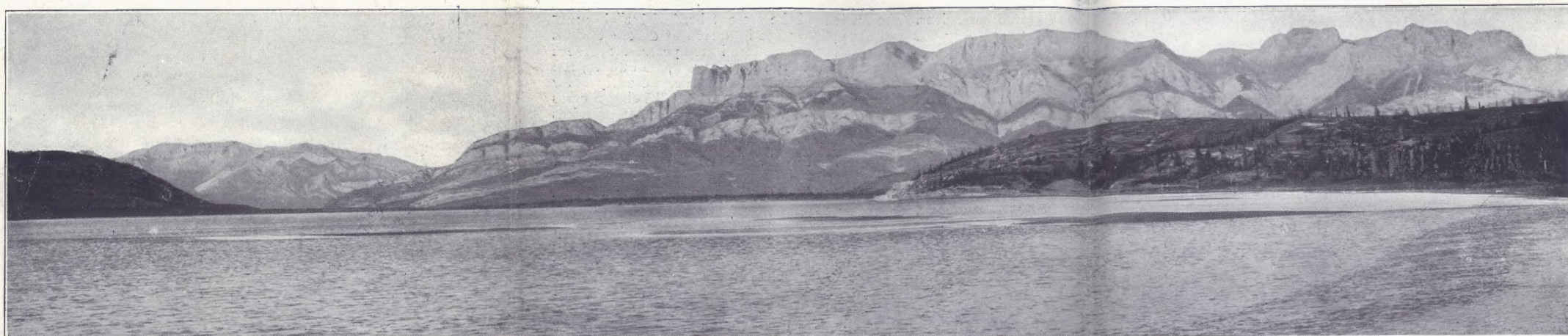
mammoth mountains are reached, as Jasper Park is entered. Here the railway line skirts the Athabasca River and its numerous lake enlargements through Jasper Park as far as Jasper Station; the scenery is varied and ever-enchanting. The noble Athabasca is one of the famous rivers of the north. It will ever live in the songs and stories of noted poets and writers from all parts of the world. This noted river drains the Yellowhead Pass country and finally empties its waters through the great Peace and Mackenzie rivers into the Arctic Ocean.

There is probably no other pass through a great mountain range so impressive as the Yellowhead Pass, of which the valley of the Athabasca River is a part. The Pass was chosen by the engineers who plotted the line of the Grand Trunk Pacific by reason of its striking characteristics which allowed the railway builders to take their line across the Rockies at the lowest altitude ever achieved by any transcontinental railway. The Pass widens out, then narrows again as it curves through the mountains. On each side it is flanked with mighty peaks, and the traveller sees the full contour and majesty of the mountains. While the Grand Trunk Pacific was the first railway to push its steel through this Pass, the Yellowhead has been for generations the great natural artery of the fur trade. It derives its name from the custodian of an early Hudson Bay post, established in this region in 1800. The trader in charge of this post was Jasper Hawes, but he was known to the Indians and half-breed hunters as "Tete Jaune" (Yellowhead) from his shock of yellow hair, and this led to the naming of the historic Pass.





# Canadian Rockies-Mount Robson Route



Jasper Lake in Jasper Park. Roche Miette, the First Prominent Mountain to be Seen on Entering the Canadian Rockies

## JASPER AND MOUNT ROBSON PARKS

The wealth of a nation is not all centered in its grain fields, its herds, its gold or timber, or industries. Here are scenic wonders of an unspoiled Alpine kingdom, hallowed by history, by Indian legend and by the romance of the path-finders of the fur trade. Here are majestic peaks, snow-capped and glacier-scored, ragged, forest-clad slopes, flower-strewn passes, impressive solitudes, beautiful lakes, vast snowfields, great glaciers, and the headwaters of mighty rivers. All these and myriads of other attractions to be found in the Canadian Rockies make an asset beyond estimate. That Nature has been prolific in providing Canada with a limitless playground for the tourist, sportsman, alpinist and sight-seer in this wonderful mountain country, goes without saying. Cherished in the memory of every man and woman who has visited this country, are recollections always vivid, always pleasing, and the desire ever remains to live over again the never-to-be-forgotten experiences.

Continuing through Jasper Park, the mountains rise, arrayed one above the other, and appear to form an impenetrable barrier against which further progress is impossible, but out from among the mountains flow the hurrying waters of a river that points the way to where Nature has cleft the range and opened a pass through which the interchange of commerce between the plains and the Pacific Ocean may proceed.

Marking the eastern entrance to Jasper Park are two fine mountains, Boule Roche, 7,230 feet, and Roche à Perdix, 4,235 feet. Jasper Park is a great national playground of over four thousand four hundred square miles, set apart by the Government of Canada for the enjoyment of the people. From Jasper, the headquarters of the Park, roads and trails have been developed in all directions. It is a place for a mountain holiday which should make any heart glad. The alpinist comes here to try his skill on the great virgin peaks; the hunter sets forth from here for the districts beyond the Park—for within its boundaries is sanctuary for wild life. The explorer sets out to find new trails,

hidden glaciers and lakes as yet unheard of. The traveller who is none of these need go through no arduous toil or hardship to see such mountain glories as men have toiled for months to reach. Piled high around are the great peaks, and peak on peak the ranges stretch away, but over well-made roads he may pursue his way or follow trails in saddle or on foot.

Jasper is the headquarters of Jasper Park, and it is here the visitor who has time will stop over. The more adventurous ones, who desire pack train trips through the Park, or hunting trips into the territory beyond, will set out from here.

The Dominion Government is constantly increasing the length and number of carriage drives and bridle trails, or affording new facilities in the way of maps and exploration for those who want to get away from any semblance to the travelled road.

## SUGGESTED EXCURSIONS ABOUT THE PARK

There is a carriage road from Jasper to Lakes Patricia and Pyramid, two beautiful little lakes at the foot of Mount Pyramid, 9,076 feet; the regular outlines of which, with its ruddy color, makes it one of the most familiar landmarks of the Park. Lake trout are to be found in Pyramid Lake. This trip makes a good one day's outing. Total length of trip is about fourteen miles.

Another one-day trip, to be made by bridle trail only, is from Jasper to Caledonia Lake. The trail mounts steeply at first, then runs along a high hog's back ridge, affording a splendid view of surrounding mountains. Rainbow trout are found in this lake.

A bridle trail runs almost to the top of The Whistlers, a mountain of twin peaks about eight thousand feet high. From the south comes the Athabaska River and from Jasper east its course is followed by the railway line. At Jasper the Miette River, flowing out of the Yellowhead Pass, enters the Athabaska. From The Whistlers a wonderful view is obtained of both rivers with their turquoise coloring against the deep richness of the green of prairie meadows. White caps of high peaks form the horizon, with grey rock below the snow, and lower down the green of trees, while here and there the delicate spring-like green of the poplar interposes its lighter tones among the deeper shades of the conifers.

The two great trails of Jasper Park are the Athabaska trail and the Maligne trail. The Maligne River parallels the Athabaska River for a long distance before flowing into it near Jasper. In the eight miles or so between the two rivers lies the high range of the Maligne Mountains, terminating near Jasper in Signal Mountain. The Athabaska trail, of course, is the immemorial highway of the Indians, while the Maligne trail represents the



Mount Robson—Altitude 13,068 Feet—Highest Peak in Canadian Rocky Mountains





# Canadian Rockies-Mount Robson Route



endeavor of civilized man to reach the beauties of the mountains. Not less successful than the Maligne trail is the Athabaska trail in opening up mountain glories although the original purpose of its making was utilitarian. Along the Maligne trail from Jasper there is a carriage road to Medicine Lake, a distance of seventeen miles. Beyond Medicine Lake the trail is only suitable to saddle and pack horses as far as Maligne Lake.

Maligne Cañon, nine miles from Jasper, is a favorite spot. Immense pot holes in the rocks have been worn by the river and here it takes a plunge of 108 feet into the depths of the Cañon. The Cañon has been called the most beautiful in the Rockies. A picturesque log cabin has been erected here, connected by telephone with Jasper. This is a favorite spot for lunch. A trip to this point makes a good day's outing.

To go on to Medicine Lake along the Maligne trail, seventeen miles from Jasper, means a two days' trip, and it is usually taken by saddle horses. At Medicine Lake there is another shelter cabin, also connected by telephone with Park headquarters. From Jasper to Maligne Lake, past Maligne Cañon and Medicine Lake, a distance of about thirty miles, forms a wonderful trip with saddle and pack horses, the Maligne Mountains on the right and the Opal Hills to the left. Maligne Lake is claimed as the most beautiful lake of the district. The trip to Maligne Lake may be made in four days or, of course, one may loiter in camp as much as he pleases.

An interesting variation of this trip is to return by the Athabaska trail. The Maligne Mountains are crossed through Shovel Pass and a new set of experiences obtained on the return.

An easy bridle trail conducts to the top of Mount Signal. A sweeping view is obtained of the Athabaska and Miette valleys, through to the mountains that guard the Yellowhead Pass.

## MOUNT EDITH CAVELL

Almost due south of Jasper and about fourteen miles distant in a straight line, a massive snow-crowned mountain rises high above the surrounding peaks, its white summit sometimes glistening in the sunlight, but often lost among the clouds. Below, some hanging glaciers showing white against its dark,



Mount Edith Cavell, 11,033 Feet Elevation, Jasper Park, Alberta

precipitous rocks, discharge their masses of snow and ice into a large glacier just visible in the valley beneath. This is Mount Edith Cavell, elevation 11,033 feet, named in honor of the heroic nurse who was murdered by the Germans in the fall of 1915. In the cirque between the mountains and the shoulder extending to the north, there is a hanging glacier about one-third of a square mile in area. This glacier drains into a larger one, about five hundred feet below, by a narrow fan-shaped icefall not more than three hundred feet wide at the top. The lower glacier is of

irregular shape, extending along the foot of the cliffs for more than a mile, and its greatest width is a little over half a mile. The whole forms the Glacier of the Ghost. The shape and shadings of the Glacier of the Ghost present the appearance of a flying figure with outstretched wings. On another side of the mountain, configuration of the rock in its relation to hanging glaciers shows a head and shoulders in profile, which they name "The Hidden Knight." A short distance below the snout of the glacier, nestling in the green timber, lies a small lake about one thousand yards long and three hundred yards wide, which has been named Cavell Lake, while the stream flowing from it to Astoria River has been called Cavell Creek.

For a day's outing one may take the trail from Jasper to Mount Robson station, returning in the evening, spending the intervening time in viewing and photographing Mount Robson.

Perhaps the most magnificent trip to be had in all the Rockies is that to be obtained from Mount Robson—to the Valley of a Thousand Falls, to Berg Lake and Robson Pass. This means circling from one side of Mount Robson right around to the far side. Most magnificent views of that wonderful mountain, set about with its satellites of lesser peaks, are obtained. Sheer down the side of Mount Robson into Berg Lake flows an everliving glacier. Great icebergs break off with a loud roar and float away in the water. Robson Pass gives access to the great Coleman Glacier. The whole district is full of glaciers, whose size dwarfs that of most ice fields. It is a great district for the mountain climbers, but its glories are not reserved for those who undertake such arduous work.

A well-made trail, a short distance only after the railway is left behind, gives access to a region that can never be forgotten.

## JASPER PARK CAMP

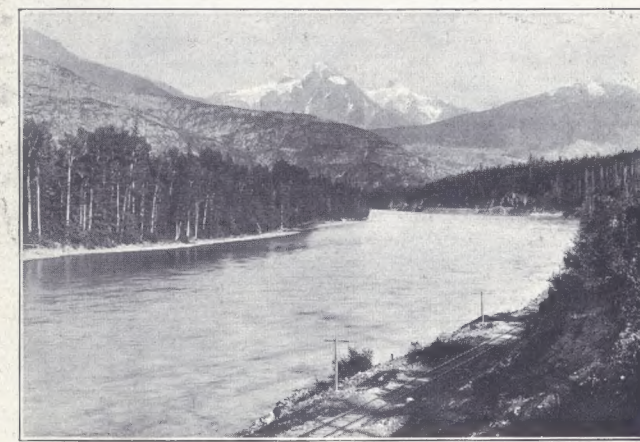
All the comforts of a good hotel blended with the charm of camping, but without the inconvenience of tenting as it is usually understood, is afforded at Jasper Park Camp. The camp is located in the heart of the "Rockies" on the shore of Lake Beauvert, about two miles from Jasper Station, on the Grand Trunk Pacific Railway. This lake, as its name implies, is beautiful, excellent for boating, as is also Lake Edith for bathing, while the other lakes



A Perfect Fan on the Whitehorn Range, Mount Robson Park

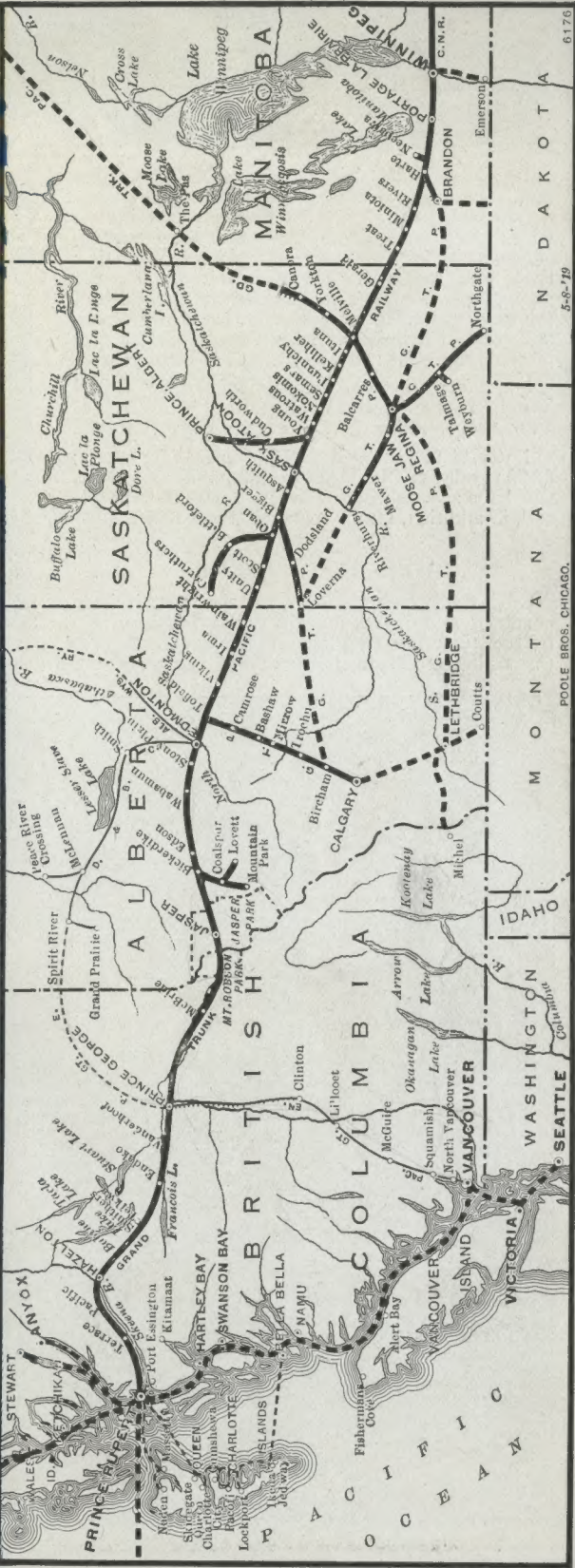


Mount Kwinitsa, Skeena River Country

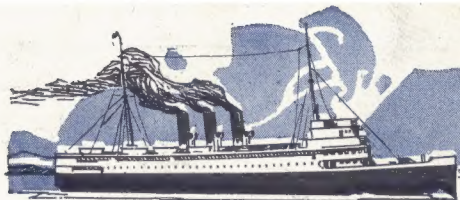


Mount Sir Robert and Borden Glacier, near Dorreen, B. C.









# Scenic Seas of North Pacific Coast



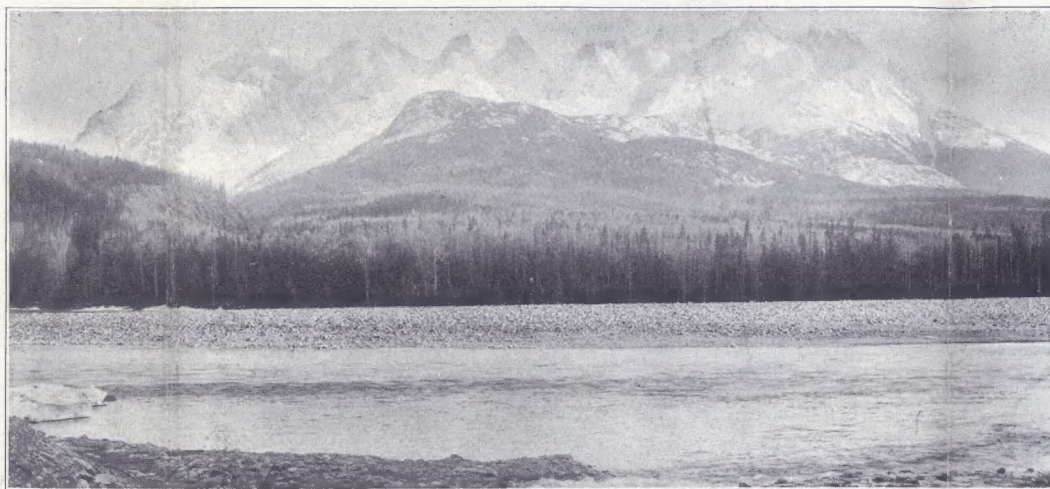
in the vicinity—Patricia, Caledonia, Maligne, Pyramid, etc.—provide excellent fishing and are within easy walking distance. Saddle and pack horses, with experienced guides, are here for the mountain climbers; driving conveyances for picnics and parties; boats and canoes for the paddlers; and for the photographer, amateur or professional, a wealth of the most magnificent scenery. A large new dining and recreation building, with a capacious log fire-place, is a special feature of the Camp this year.

For information and reservations address Grand Trunk Pacific Railway offices at Winnipeg or Edmonton, also Mr. J. W. Brewster, Jasper, Alberta.

Rates, \$3.00 per day or \$18.00 per week for adults; \$2.00 per day or \$12.00 per week for children. Tents will have accommodation for two and four people and, in addition, family tents will be provided.

## WEST FROM JASPER

On leaving Jasper station for the west, it is to penetrate still further into the rugged barriers. Up to the time the Continental Divide is reached, the train is still in Jasper Park. Crossing the



Weeskinisht Mountains, the Highest on the Skeena River Route

Divide into the Province of British Columbia, another Park is entered—Mount Robson Park, established and maintained by the Government of the Province of British Columbia. Mount Robson is the center and dominating feature of this Park, and after one glimpse of that great monarch among peaks, one understands its fame. The gigantic mass of rock rises to a height of 13,068 feet—10,000 feet above the valley below, lifting its head from 2,500 to 3,000 feet above the surrounding peaks, magnificent ones in themselves. Glaciers hang on its side and great white sheets of glittering snow are draped upon it. Not only is the mountain majestic because of its sheer size and bulk, but it is beautiful in form. Merely to see Mount Robson is an event to remember. To view the district from the train or from the observation platform, where a brief stop is made, is wonderful enough and gives an inkling of the wonders to be encountered by those who stop for a brief trip in Robson's vicinity.

Leaving Jasper, the westbound railway ascends the valley of the Miette to the Yellowhead Pass. Issuing from the Pass, on the western slope is the Fraser River. In its upper reaches the Fraser, with its occasional expansion to lakes, affords marvelous vistas. Perhaps the railway is skirting a placid lake, mountain walls rising precipitously on the other side of the track, across green-clad slopes, and as the eye sweeps upward, it rests on great peaks whose crests are mirrored in the lake below. The traveller fixes his gaze on the farther end of the lake. Those are not clouds he sees, but the massed snow-capped peaks of a mountain range. High above the others rises a nearer peak. Its purity of outline against the sky mingles with the impression of awe produced by having penetrated a mystic region of which the rolling clouds of mountain tops give evidence.

Many peaks of note are passed en route, including Mount Fitzwilliam, 9,549 feet, Yellowhead Mountain, 8,132 feet, Mount Sir Rider and Haggard Glacier, named after the well-known novelist.

For miles the railway follows the Fraser, which broadens out into a stream of navigable size, one indeed which was navigated extensively before the railway was completed. At Prince George the Fraser has become a great river and here it turns sharply to the south. Up to this time the railway has been descending into the central valley of British Columbia. Now it commences gently to ascend the beautiful valley of the Nechako River, which flows into the Fraser at Prince George. This valley is characterized by its wealth of plateau and valley lands suitable for agricultural purposes, and along its course are many gems of sylvan scenery.

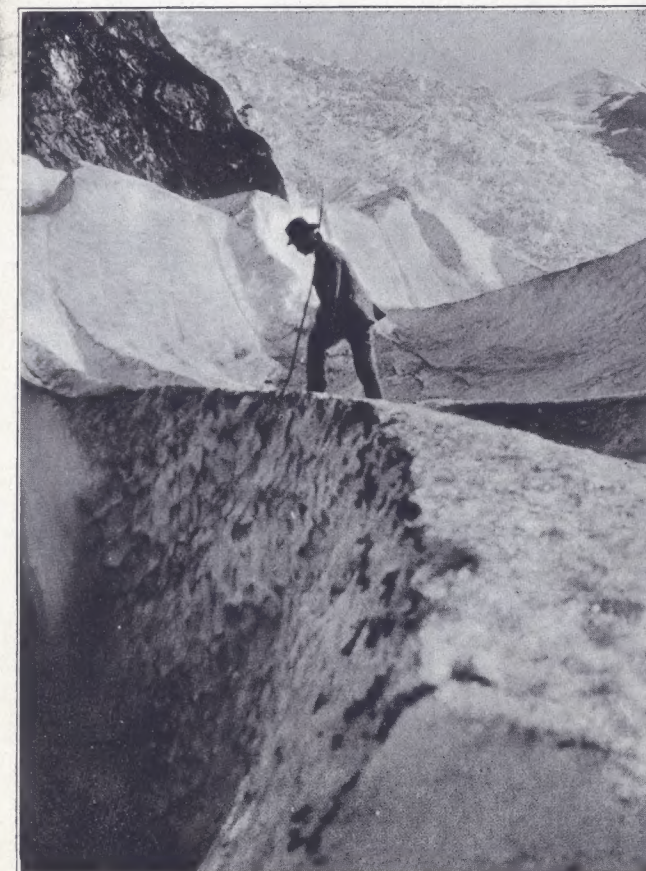
After the headwaters of the Nechako are reached, there is another series of mountains. The line passes from the Nechako River to the Bulkley, now descending towards the sea. The Bulkley Valley remains in the traveller's mind as a great sweep from the mountains on one side to those on the other, with the river cutting its way deep through the central slopes. Bulkley Cañon and Bulkley Gate are features that will hold the attention of the traveller.

Near Hazelton the Bulkley meets the Skeena River, and the railway follows the Skeena down to the Pacific Ocean. Here may be seen Hudson Bay Mountain, 9,000 feet; noted for much silver, silver-lead, copper, ores and anthracite coal, that has already been found thereon, as is also the case with many other sections of this district.

At the Bulkley Valley the traveller has seen signs of ranching development. Now the interest centers in mining and in Indian life. Rocher Déboulé Mountain, near Hazelton, has been called the Mountain of Minerals, as immense quantities of copper ore are being taken from many workings scattered on its sides and these are shipped down through Prince Rupert to the smelter at Anyox. Quaint

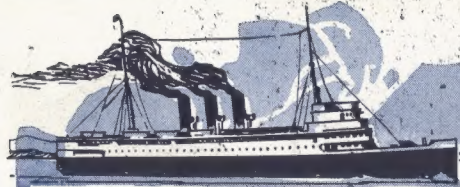


Kitwanga Totem Poles, Skeena River, B. C.



Difficulties to Surmount





# Scenic Seas of North Pacific Coast

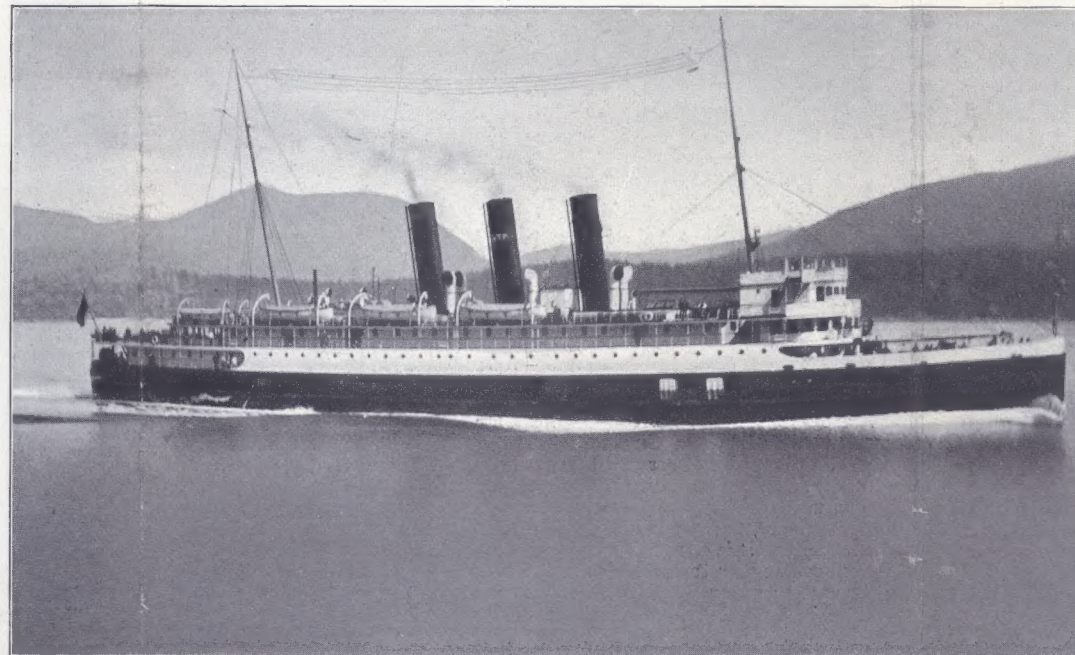


Indian villages, with totem poles of the tribes, are situated along the banks of the Skeena, one of the most important of which is Kitwanga. Here will be found a collection of totem poles as perfect as any to be found in British Columbia. The train stops here, when weather conditions are favorable, to allow passengers to buy Indian curios and inspect the totem poles. Interest alternates rapidly along Skeena River between the river scenes, the great mountains rising on either hand, and the human side of things. No traveller can make the Skeena trip without being filled with enthusiasm and it is doubtful if any day in his travels will give him such a continuously sustained interest as does the time spent along the Skeena. One of the great peaks bears the name of Mount Sir Robert, in honor of Sir Robert Borden, Premier of Canada. A glacier over a mile wide on its flank is called Borden Glacier.

As Prince Rupert is neared, fishing activities are noticed, for the Skeena is a famous salmon river.

## ON THE NORTH PACIFIC COAST PRINCE RUPERT

The city of Prince Rupert is the Pacific Coast terminus of the Grand Trunk Pacific Railway. Here Grand Trunk Pacific steamships may be taken northbound to Anyox, B. C., and southbound to Vancouver, Victoria and Seattle. Prince Rupert is situated on Kaien Island, on the famous "Inside Channel" of the North Pacific Coast. This site was chosen for the terminal city mainly because of its excellent natural harbor, fourteen miles long, with deep water and good anchorage and devoid of strong tidal currents. Prince Rupert's future as a city is assured, not only because of its geographical situation, being the gateway to Alaska—the Grand Trunk Pacific and connections being the short route to Alaska and the Yukon—as well as being a day and a half's sail nearer the Orient than any other Pacific port, but the continual development of the immense industrial plants that are from time to time coming into existence and gradually developing into mammoth institutions employing thousands of men the year round. Among the more important of these con-



Grand Trunk Pacific Steamship "Prince Rupert"

tiguous to Prince Rupert are the Granby Consolidated Mining, Smelting & Power Co. at Anyox; the Pacific Pulp and Paper Mills at Ocean Falls, and the Whalen Pulp and Paper Co. at Swanson Bay. More regarding these industries will be found elsewhere in this folder. Besides these are the lumbering and fishing industries. Prince Rupert is the chief port for the North Pacific Coast fisheries. It is estimated that this industry alone will eventually support a population of 15,000 people. This estimate includes only deep-sea fishing, to say nothing of the immensity of the salmon fishing industries along the Skeena River, and other waters contiguous to Prince Rupert. Practically all of this fish is shipped to the eastern markets through

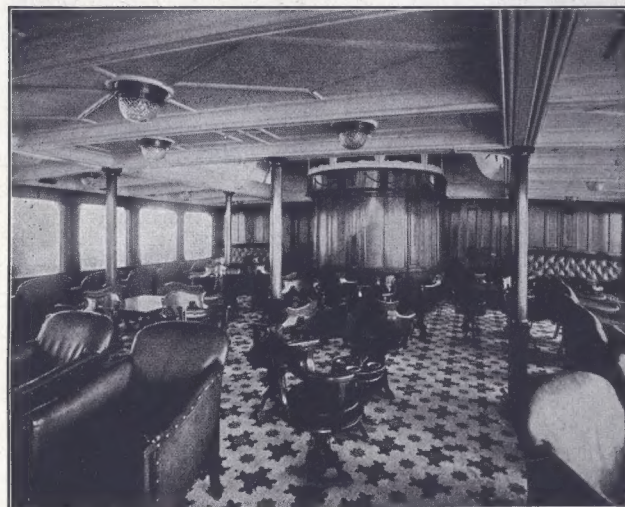
Prince Rupert, over the Grand Trunk Pacific Railway, in refrigerator cars specially equipped for this business. From this port the bulk of the aeroplane spruce obtained for war purposes, from the forests of Queen Charlotte Islands, as well as the mainland forests in British Columbia, was shipped. The Grand Trunk Pacific ship-building plant and dry docks, the largest on the Pacific Coast, is also located here, and two 8,100-ton freighters are at present under construction. One need not stretch their imagination to realize that with all these natural resources surrounding it, Prince Rupert will surely take its place as one of the most foremost ports on the Pacific Coast.

## ANYOX

A side trip from Prince Rupert to Anyox, situated ninety-six miles north at the head of Observatory Inlet, affords some of the most striking mountain scenery to be found on the coast. The steamer is continually in the quiet waters of the "Inside Channel," which is lined on either side with lofty snow-capped peaks. At Anyox is situated probably the most noted industry on the North Pacific Coast, the Granby Consolidated Mining, Smelting & Power Company. The immense works of this company employ from 1,200 to 1,500 men, who with their families make a happy community of 2,500 souls, cosily housed. With an unlimited supply of copper ore right at hand, coal from their own mines and coke from their own ovens, it is estimated that the plant will have an output of 3,400 tons of copper per day. The steamships make a stop

here of three or four hours, giving tourists sufficient time to see this very interesting place and inspect the mines and smelters.

Anyox is the northern terminus of the Grand Trunk Pacific Steamship Company, Ltd. Tourists may embark at Seattle, Victoria or Vancouver and remain on the boat for the trip to Anyox and return, or go to Anyox and return to Prince Rupert, thence using Grand Trunk Pacific Railway, if destined to the East. Passengers from the East should use Grand Trunk Pacific Railway to Prince Rupert and take side trip to Anyox before proceeding to Vancouver and other North Pacific Coast cities.



Smoking Room, Shade Deck Aft, Steamship "Prince George"

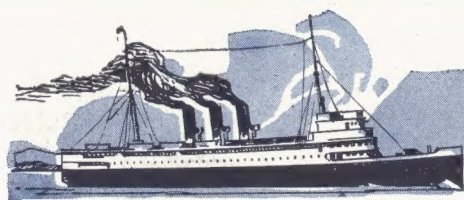


Part of Business Section and Harbor, Prince Rupert, B. C.



Dining Room, Steamship "Prince George"





# Scenic Seas of North Pacific Coast



A Game of Shuffleboard

## ALASKA SIDE TRIPS

The Grand Trunk Pacific steamships, having temporarily discontinued service between Prince Rupert and southeastern Alaskan ports, have made arrangements with the Canadian Pacific Railway Steamship Lines for attractive side trips from Prince Rupert to Skagway and intermediate regular ports of call.

Connections will be made at Prince Rupert to and from Grand Trunk Pacific Railway and steamships, thus enabling tourists, if they so desire, to take advantage of the side trip to Alaska, in addition to the Anyox side trip referred to herein, in connection with rail line tickets destined to Vancouver, Victoria, Seattle or points south, or vice versa, also in connection with tickets sold at Vancouver or south thereof, reading over Grand Trunk Pacific steamships to Anyox and return.

## EIGHT-HUNDRED-MILE SAIL THROUGH THE "INSIDE CHANNEL"

There is no more beautiful water trip in America than the sail from Anyox and Prince Rupert to Vancouver, Victoria and Seattle. To those who have made the trip, not one word need be said, but to those who have not, remains in store a trip beyond description. Eight hundred miles on the palatial, ocean-going craft of the Grand Trunk Pacific Steamship Company, through what is known as the "Inside Passage," where the waters vary from a mile to five miles in width to narrow channels of but a few hundred yards and where the mountain scenery is ever beautiful on all sides, briefly speaking, outlines the trip.

From Prince Rupert, Grenville Channel, a long straight channel between the mainland and Pitt Island, is followed south. Then comes a series of smaller islands on the seaward side, while on the mainland side stretches Douglas and Gardner Channels, the first of a series of great inlets which lead many miles inland. The route curves into Graham Reach, one of the narrowest stretches, where the green-clad hills rise very sharply.

On this channel is situated Swanson Bay, a regular port of call for Grand Trunk Pacific steamers. Here is located the Whalen Pulp and Paper Company, one of the most important industries on the coast, their output consisting principally of sulphite pulp, boxes and shingles. Seven hundred men are employed in their mills, timber and lumber business. Car ferry slips are at present under construction at Swanson Bay and Prince Rupert, which will enable cars being transferred direct to the works by ferry, loaded and returned to the rail line at Prince Rupert.

Proceeding, the channel winds through scores of islands and



Princess Louise Inlet—Inside Passage

the entrance to Dean Channel is passed. It was here that Sir Alexander Mackenzie reached the Pacific Ocean after his overland journey across Canada in 1793, the first to perform this feat, and twelve years prior to the accomplishment of the first overland journey across the United States by Lewis and Clarke.

Situated on Cousin's Inlet, a narrow neck of Dean Channel, is Ocean Falls, the site of the Pacific Mills, manufacturers of pulp and paper. It is one of the largest industries in British Columbia and represents a total investment of over eighteen million dollars. The workmen employed in this immense works number 1,200 to 1,500 and are provided with splendid homes in this picturesque town, built virtually in terraces up the mountain side. The output of the Ocean Falls plant consists of sulphite and ground pulp, as well as newsprint and kraft or high-grade wrapping paper, the paper output alone amounting to over two hundred and forty tons per day. The works are operated by a hydro-electric plant generating 20,000 horse power, obtained from a natural waterfall on the company's property. It is a regular port of call for Grand Trunk Pacific steamers, and passengers are given ample time to see the town and plant, an experience that will give the visitor a new conception of the possibilities of this little known country.

Coming out from Ocean Falls, the town of Namu is passed on the mainland and we reach Queen Charlotte Sound, which affords a brief sight of the Pacific Ocean. The channel then takes its way between Vancouver Island and the mainland. The



Anyox, B. C., Northern Terminus of Grand Trunk Pacific Steamship Line



Dancing on Board Ship

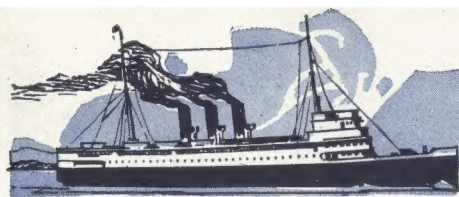
vessel's course remains near the great island, while between it and the mainland scores of islands, great and small, are passed, while the shore seems to be more fantastically carved by the waves than ever before. It is really these deep inlets and fjords that we pass which are responsible for the mild and delightful climate of the interior of British Columbia. The Japan Current flows northward along the coast from Puget Sound to Alaska, its warm waters bathing the whole coast. Warm winds from these waters make their way inland up the great clefts between the coast mountains, losing on their way their abundance of moisture along the mountain sides, and reach the interior as warm, dry winds. The climate is thus tempered of those agricultural areas lying along the Grand Trunk Pacific in Central British Columbia. Indeed zero weather is rare in midwinter, even as far north as Anyox, 600 miles north of Vancouver.

As the vessel passes into the shelter of Vancouver Island the great fir forests of British Columbia begin to appear. North of this, along the coast, and also in the interior, along the Grand Trunk Pacific, are immense forests of spruce, in which the trees reach great size. Spruce milling is becoming rapidly more important on the Pacific Coast. The needs of aeroplane construction have called for immense quantities of spruce and this same fact has served to call attention to the quality of British Columbia spruce, with a consequent increase in its demand. On that account mills are hard at work throughout the whole stretch of the northern spruce forests.

The channel through which the vessel is now passing is called Johnston Strait, a very long, narrow passage, ending with the famous Seymour Narrows. This swift-water passage, while one of many to be found between Vancouver Island and the mainland, is the most noted. The rocky tree-clad walls, which hem the water in, seem within a stone's throw of the steamer on either side. The channel is about two miles long and slightly more than a quarter of a mile wide, and through it the tides rush and meet at certain stages. The study of the water the vessel passes through is always of great interest.

The vessel now passes into the Strait of Georgia, which gradually widens from Seymour Narrows until it broadens into Puget Sound. Islands are very numerous. The gradually broadening stretch of water, dotted with islands and with mountain peaks on either hand, is very beautiful. The mountains of Vancouver Island have been in sight for its whole length, rising in fairly regular formation and timbered near the top. Snow is visible on many of them at almost any time. To a very great extent Vancouver Island is yet unexplored, except along its coast, although





# Scenic Seas of North Pacific Coast



it is known to have great mineral resources. The almost tropical luxuriance of its forests and other vegetation makes exploration a difficult matter.

## VANCOUVER

Vancouver is situated on the mainland, on Burrard Inlet, near, but not on the mouth of the Fraser River. Its mountain-guarded location is very beautiful, and in front of it stretches a wonderful panorama of sea, island and mountain views. Across the Strait of Georgia are the mountains of Vancouver Island; to the south is the Cascade Range, the summit of great Mount Baker lifting its head high to be seen. In the distance, on the far side of Juan de Fuca Straits, rise, cloud-like, the Olympics. Stanley Park, one of the famous city parks of the world, is within the city limits of Vancouver, and it possesses a large variety of the great trees of the coast. The population of Vancouver, including suburbs, is over 100,000. It is a very busy city, both on account of the natural resources of its tributary waters, and also because of its great transpacific and coastwise trade. Steamers hailing from all parts of the world carry the immense commerce pouring through this port. For through passengers to and from Victoria and Seattle, ample time is allowed between arrival and

is the way in which the great vessel reaches the heart of the city as a turn brings it into a wonderful harbor. The post office lies just behind the Grand Trunk Pacific docks, and across the short stretch of water lies the Parliament Buildings. No visit to the Pacific Coast is complete which does not give the traveller recollections of this beautiful and charming city. Victoria is the home of the great new Dominion Astrophysical Observatory, carrying a seventy-two-inch reflecting telescope, said to be the largest in the world.

From Victoria to Seattle the Straits of Juan de Fuca, leading out to the open Pacific, are crossed. Then a delightful passage continues through Puget Sound. The snow-capped Olympics are a feature which ever recall the traveller's attention.

## SEATTLE

Seattle is the southern terminal port of the Grand Trunk Pacific route. Founded on Elliott Bay in 1853, this beautiful city has grown to greatness by the modest start given it by one little sawmill. Seattle is a commercial center of great importance, and, in addition, it offers many points of interest to the tourist. It covers hills and lowlands from Elliott Bay to Lake

Washington, a strip of country about four miles wide and fifteen miles long, with thirty miles of waterfront. Its construction along the hill slopes gives its waterfront a commanding and beautiful appearance, and the Grand Trunk Pacific here, as at other ports, is provided with a splendid set of docks.

## MAGNIFICENT STEAMSHIPS

The fleet of the Grand Trunk Pacific Steamship Company includes the fine oil-burning steamships "Prince George" and

"Prince Rupert," which are as famous for the excellence of their cuisine as for the elegance of their appointments.

These beautifully designed and graceful steamers are the largest and fastest vessels of their class regularly scheduled in the North Pacific Coast waters, also the handsomest in their outside appearance and interior decorations. The general dimensions of these vessels are:

Length over all.....	320 feet
Breadth.....	42 feet
Gross tonnage.....	3,375 tons

Twin-screw engines, triple-expansion, with four cylinders and cranks, balanced to ensure smooth running without vibration. Indicated horse power, about seven thousand. Speed, 18½ knots, loaded. Passenger accommodations, 220 first-class; 26 second-class and 106 steerage. There are no inside staterooms. Air, light and ventilation perfect. Promenade space for about 1,500 people. Crew, 84.

The vessels are rigged as two-masted fore-and-aft schooners with three funnels, and their straight stems and rounded cruiser sterns give them a very smart and graceful appearance in addition to affording increased deck room. A cellular double-bottom



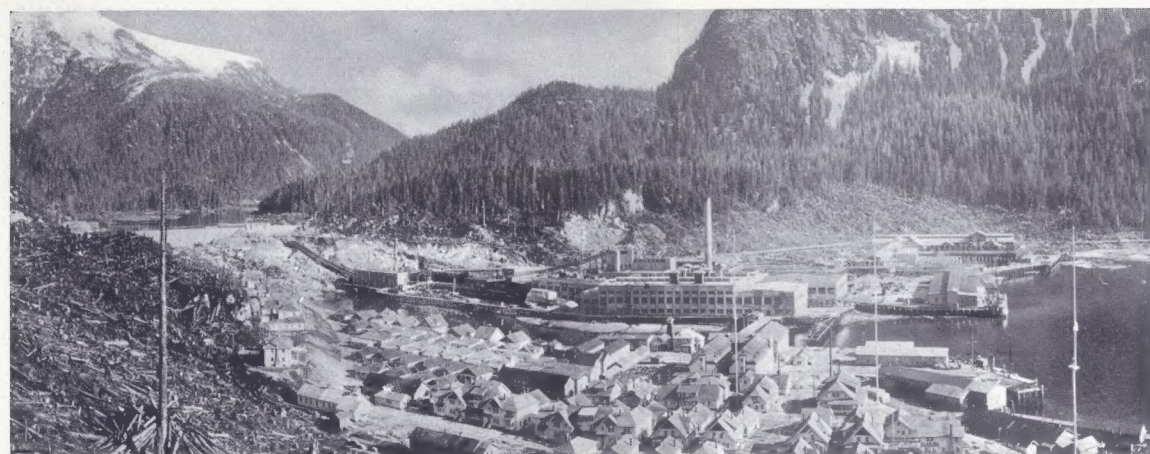
Swanson Bay, B. C.



Mountain Scenery, Observatory Inlet, en Route to Anyox



Observatory Inlet—en Route to Anyox



Ocean Falls, B. C.

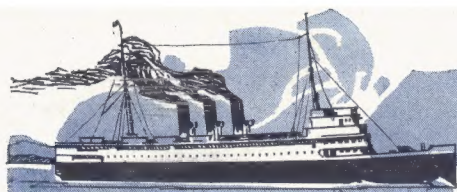
departure of Grand Trunk Pacific steamships to see the city and the parks.

From Vancouver to Victoria there is an eighty-three-mile run, at first through an archipelago of islands and then along the coast of Vancouver Island. The mouth of the Fraser River is crossed, and if the traveller is fortunate he may see the great fleet of fishing boats come out in the evening to set their nets in the straits, almost in the vessel's course. Perhaps a sinking sun bathes the whole scene in refulgent rosy glow, against which the green trees and the shores and the great mountain peaks alike take on purple shades.

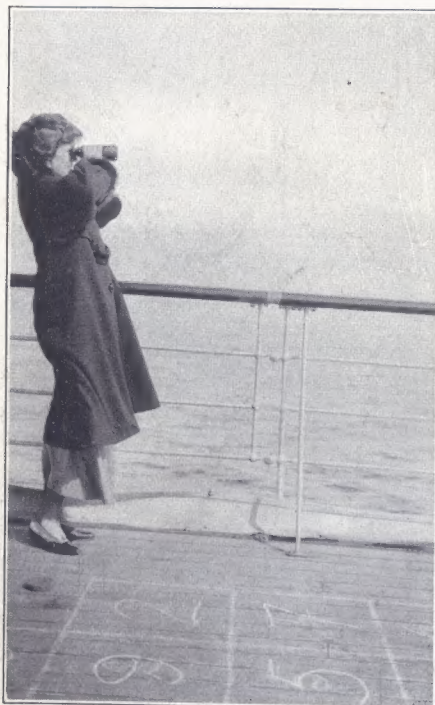
## VICTORIA

Victoria, which lies at the southern tip of Vancouver Island, is the capital of the Province of British Columbia. The city has a charm all its own, resulting, in addition to natural beauties, both from tradition and from the wonderful climate. The rain-fall in Victoria is light, but the mildness of the climate enables flowers to bloom in the open during almost the whole of the year. The roses of Victoria in the late autumn are a great delight to the traveller. One of the special charms of Victoria





# Scenic Seas of North Pacific Coast



Binoculars Add Pleasure to Trip

is fitted, divided into eight compartments, affording increased security. The hull itself is divided by watertight bulkheads into nine compartments, so that the safety of the vessel, in the event of any compartment being damaged, is assured. With careful consideration for the comfort of passengers, to prevent the vessel's rolling, large bilge keels are fitted on each side. There are four decks, namely, lower, main, shelter, shade and boat decks.

A complete artificial ice and refrigerating plant is fitted in conjunction with cold storage chambers for carrying ship provisions and cargo.

The life-saving equipment and fire-extinguishing apparatus, always such an important feature on passenger vessels, have had special attention, and are fitted in accordance with the strictest regulations and requirements of the British Board of Trade and Canadian law.

The vessels are brilliantly illuminated with a complete installation of electric light, which enters largely into the general scheme of decoration, also a very powerful searchlight fitted on the foremast. A complete system of wireless telegraphy is also installed.

At the after end of the shade deck is situated the first-class smoke-room, an elegantly fitted apartment panelled in dark fumed oak of late 18th Century Colonial design.

The observation room is situated at the fore end of the shade deck and is a most popular resort for passengers. This magnificent room has pride of place, and being designed with a semi-circular front of specially prepared, heavy plate glass, with divisional moulded pilasters and carved capitals, enables passengers to have an extensive range of unobstructed view. The general equipment of the vessels is of the most ample description, and their comfortable appointments and luxurious accommodation ensure the comfort of the passenger.

## HOW TO SEE THE "INSIDE PASSAGE"

You may make a voyage from Seattle, Victoria or Vancouver to Prince Rupert, Anyox or Alaskan ports. The cruise is delightful and will repay many times every cent of the moderate cost and the value of every minute of time consumed.

You can purchase tickets to or from Vancouver, Victoria, Seattle, Portland, San Francisco or Los Angeles, reading via Grand Trunk Pacific route through Prince Rupert. This is one of the standard transcontinental routes over which any agent

will supply tickets from Grand Trunk Pacific stations or from any point beyond Winnipeg, St. Paul or Chicago. Passengers often like to make their ticket read in one direction over the Grand Trunk Pacific route through Prince Rupert, and in the opposite direction over some other transcontinental line, and this is always possible. By purchasing a transcontinental ticket routed in either one or both directions through Prince Rupert the steamship voyage is included in the ticket and no extra charge is made for meals and berth while aboard ship.

## RATES OF PASSAGE EXCLUSIVE OF MEALS AND BERTH

Between Seattle and Victoria.....\$2.50 one way; \$4.50 round trip  
Between Victoria and Vancouver..... 2.50 one way; 4.50 round trip  
Between Seattle and Vancouver..... 4.00 one way

Parlor rooms with private baths are also obtainable on payment of an extra charge.

All rates subject to change. Ticket agents will confirm these quotations or furnish the latest on request. Where rates include meals and berth, no charge is made for afternoon tea or night lunch.

## RESERVATIONS

Reservations should be secured as far in advance as possible and may be made through any railway agent, or agent appearing in list published elsewhere in this folder.

## SEATS AT TABLE

The steward will assign all passengers to seats at tables when stateroom is claimed at purser's office.

## BAGGAGE

Baggage will be checked through from point of origin to point of destination as far as practicable on through tickets; each full ticket entitles passenger to

## Grand Trunk Pacific Railway and Steamships Service 1919

SEATTLE		VICTORIA		VANCOUVER		PRINCE RUPERT	
ANYOX, B. C. and ALASKA							
(Effective from Seattle, Sunday, April 27th)							
Read Down		STATIONS OR PORTS OF CALL		Read Up			
WESTBOUND				EASTBOUND			
		No. 1	G. T. P. Ry.	No. 2			
Mon., Thu., Sat.	6.30 pm	Lv Winnipeg.....Ar	3.00 pm	Tue., Thu., Sat.			
Tue., Fri., Sun.	10.50 am	Lv Saskatoon.....Ar	8.30 pm	Mon., Wed., Fri.			
Tue., Fri., Sun.	10.50 pm	Ar Edmonton.....Lv	9.00 am	Mon., Wed., Fri.			
Tue., Fri., Sun.	11.50 pm	Lv Edmonton.....Ar	8.00 am	Mon., Wed., Fri.			
Wed., Sat., Mon.	9.25 am	Lv Jasper.....Ar	8.05 pm	Sun., Tue., Thu.			
Thu., Sun., Tue.	7.00 pm	Ar Prince Rupert.....Lv	11.30 am	Sat., Mon., Wed.			
S. S.		S. S.		S. S.		S. S.	
"Prince George" or "Prince Rupert"		"Camosun"		"Prince George" or "Prince Rupert"		"Camosun"	
Thu., Sun. 1.00pm	Mon. 6.00pm	Lv Anyox.....Ar	7.00am Sun., Thu.	4.00pm Mon.			
Thu., Sun. 8.00pm	Tue. 8.00am	Ar Prince Rupert Lv	12.00n'r Sat., Wed.	7.00am Mon.			
Thu., Sun. 12.00n'r	Tue. 8.00pm	Lv Prince Rupert Ar	10.30am Sat., Wed.	5.00am Mon.			
Sat., Tue. 3.00pm	Thur. 3.00pm	Ar Vancouver.....Lv	8.00pm Thu., Mon.	11.00pm Fri.			
Sat., Tue. 12.00n'r	Lv Vancouver.....Ar	8.30am Thu., Mon.					
Sun., Wed. 7.00am	Ar Victoria.....						
Sun., Wed. 10.00am	Lv Victoria.....						
Sun., Wed. 3.00pm	Ar Seattle.....Lv	11.45PM Wed., Sun.					

## SIDE TRIPS (Between Prince Rupert and Anyox)

S. S.		S. S.		G. T. P. Coast		S. S.		S. S.	
"Prince George" or "Prince Rupert"		"Camosun"		S. S. Co.		"Prince George" or "Prince Rupert"		"Camosun"	
Wed., Sat. 12.00n'r	Mon. 7.00am	Lv Prince Rupert Ar	8.00pm Thu., Sun.	8.00pm Thu., Sun.	8.00am Tue.	Thu., Sun. 7.00am	Mon. 4.00pm	Ar Anyox.....Lv	1.00pm Thu., Sun.

## (BETWEEN PRINCE RUPERT AND ALASKA)

### S. S. "Princess Alice" or "Princess Mary"

C. P. S. S. Co.		June		July		August		Sept	
Lv Prince Rupert ..	p.m.	7, 16, 30	7, 14, 21, 28	4, 11, 18, 25	4				
Ar Ketchikan.....	p.m.	7, 16, 30	7, 14, 21, 28	4, 11, 18, 25	4				
Ar Wrangell.....	a.m.	8, 17	1, 8, 15, 22, 29	5, 12, 19, 26	5				
Ar Juneau.....	p.m.	8, 17	1, 8, 15, 22, 29	5, 12, 19, 26	5				
Ar Skagway.....	a.m.	9, 18	2, 9, 16, 23, 30	6, 13, 20, 27	6				

		SOUTHBOUND							
Lv Skagway.....	7.00p.m.	9, 18	3, 10, 17, 24, 31	7, 14, 21, 28	6				
Lv Juneau.....	a.m.	10, 19	4, 11, 18, 25	1, 8, 15, 22, 29	7				
Lv Wrangell.....	p.m.	10, 19	4, 11, 18, 25	1, 8, 15, 22, 29	7				
Lv Ketchikan.....	a.m.	11, 20	5, 12, 19, 26	2, 9, 16, 23, 30	8				
Ar Prince Rupert ..	a.m.	11, 20	5, 12, 19, 26	2, 9, 16, 23, 30	8				

This publication is distributed for its general descriptive value. Fares, schedules, etc., may be incorrect. For current fares and service apply to agents whose names appear elsewhere in this publication.

150 pounds free; children's tickets, seventy-five pounds free. Regular steamer trunks, not exceeding thirteen inches in height, will be allowed in stateroom. All baggage should be marked with passenger's name, also name of steamer.

## BATHROOM AND TELEPHONE PRIVILEGES

The steamships "Prince Rupert" and "Prince George" are fitted with hot and cold baths, both fresh and salt water. The use of these baths is free to passengers. Arrange with steward as desired.

Telephone connection with S.S. "Prince George" and S.S. "Prince Rupert," while in port at Seattle, Victoria, Vancouver, and Prince Rupert.

## RAIL CONNECTIONS AT PRINCE RUPERT

Grand Trunk Pacific Steamship Company make connections at Prince Rupert with Grand Trunk Pacific Railway to and from Edmonton, Saskatoon, Regina, Moose Jaw, Winnipeg, St. Paul, Chicago, Eastern Canada, and the United States, including Atlantic seaboard ports. Canadian Pacific Railway Steamship Company makes connection at Prince Rupert with Grand Trunk Pacific Railway and Steamship Company to and from Alaska.

## RAIL CONNECTIONS AT SEATTLE

At Seattle connections are made with the transcontinental trains of the Chicago, Milwaukee & St. Paul Railway, the Great Northern Railway, the Northern Pacific Railway and the Union Pacific Railway. To and from the south, including Los Angeles, San Francisco, Sacramento, Portland and Tacoma, connections are made via Great Northern Railway, Northern Pacific Railway and Oregon-Washington Railroad & Navigation Company.

## RAIL CONNECTIONS AT VANCOUVER

Connections are made at Vancouver with transcontinental trains of the Canadian National Railway, Canadian Pacific Railway and Soo Line. From Portland, Tacoma and Seattle connections are made by Great Northern Railway and Northern Pacific Railway.

For further information and particulars as to routes, connections, rates, etc., apply to any of the agents shown below.

## GRAND TRUNK AGENCIES

For further particulars apply to any Grand Trunk System Agent or the following:

**Boston, Mass.**.....W. R. EASTMAN, General Agent Passenger Department, 510-12 Old South Building, 294 Washington Street

**Brantford, Ont.**.....T. J. NELSON, City Pass'r and Ticket Agent, 153 Colborne St.

**Brockville, Ont.**.....JOHN W. RIDGEWAY, Ticket Agent, 8 Court House Avenue

**Buffalo, N.Y.**.....H. M. MORGAN, City Passenger and Ticket Agent, 1019 Chamber of Commerce Bldg.

**Calgary, Alta.**.....R. H. MERRITT, City Pass'r and Tkt. Agt., 811 First St., West

**Chicago, Ill.**.....C. G. ORTTENBURGER, City Pass'r Agent, 907 Merchants Loan and Trust Bldg., 112 West Adams St.

**Dawson, Y.T.**.....T. A. FIRTH, City Passenger and Ticket Agent

**Detroit, Mich.**.....J. H. BURGIS, Gen'l Agent Pass'r Dept., 819 Dime Bank Bldg.

**Edmonton, Alta.**.....J. F. PHILP, City Pass'r and Tkt. Agent, 153 Jasper Ave., East

**Gananoque, Ont.**.....H. E. WARD, Ticket Agent

**Guelph, Ont.**.....G. E. WALKER, City Pass'r & Tkt. Agt., Wellington Hotel Block

**Hamilton, Ont.**.....JAS. ANDERSON, City Pass'r and Tkt. Agt., 11 James St., North

**Juneau, Alaska.**.....H. R. SHEPARD, Agent, 115 Seward Street

**Ketchikan, Alaska.**.....JNO. R. BEEGLE & Co.

**Kingston, Ont.**.....J. P. HANLEY, City Passenger and Ticket Agent, cor. Johnston and Ontario Streets

**London, Ont.**.....R. E. RUSE, City Passenger and Ticket Agent, corner Richmond and Dundas Streets

**Los Angeles, Cal.**.....D. F. ROBERTSON STEAMSHIP AGENCY, 400 So. Spring Street

**"**.....AMERICAN EXPRESS CO., 625 South Spring Street

**"**.....CHAS. S. BROWN, S. S. Dept., 740 Merchants National Bank

**"**.....G. N. KOEPEL, Merchants National Bank

**"**.....FERGUSON STEAMSHIP AGENCY, 604 South Spring Street

**Minneapolis, Minn.**.....W. J. GILKERSON, General Agent Passenger Department, 206 Second Avenue

**Moncton, N.B.**.....J. H. CORCORAN, Trav. Pass'r Agent, 8 Wyse Bldg., Main St.

**Montreal, Que.**.....J. QUINLAN, District Passenger Agent, Bonaventure Station

**New York, N.Y.**.....A. B. CHOWN, Acting General Agent Passenger Department, 1270 Broadway, corner 33d Street

**Ottawa, Ont.**.....PERCY M. BUTTLER, General Agent Passenger Department, Russell House Block, corner Sparks and Elgin Streets

**Peterboro, Ont.**.....J. B. DORAN, City Pass'r and Tkt. Agent, 324 George Street

**Portage La Prairie.**.....L. REMY, City Pass'r & Tkt. Agent, Saskatchewan Ave., East

**Portland, Ore.**.....DORSEY B. SMITH, City Passenger and Ticket Agent, Journal Bldg., cor. Broadway and Yamhill Streets

**Prescott, Ont.**.....J. C. CARRUTHERS, Ticket Agent, Centre Street

**Prince Albert, Sask.**.....E. R. THOMAS, Agent, Grand Trunk Pacific Station

**Prince Rupert, B. C.**.....G. F. JOHNSTON, City Pass'r and Tkt. Agt., 526 Third Ave.

**Quebec, Que.**.....GEO. H. STOTT, City Pass'r and Ticket Agent cor. St. Anne and DuFort Streets and Ferry Landing, Dalhousie Street

**Regina, Sask.**.....S. M. GREENE, City Pass'r and Ticket Agent, 1829 Seacht St.

**San Diego, Cal.**.....Steamship Department, American National Bank

**San Francisco, Cal.**.....F.W.HOPPER, General Agent Passenger Department, 53 Post Street, Care of Thos. Cook & Son

**Saskatoon, Sask.**.....A. F. LENON, City Pass'r and Ticket Agent, 117 Second Ave.

**Seattle, Wash.**.....J. H. GOODIER, City Pass'r and Ticket Agent, 917 Second Ave.

**Sherbrooke, Que.**.....A. M. STEVENS, City Pass'r and Tkt. Agent, 2 Wellington St.

**Skagway, Alaska.**.....Broadway Avenue

**Toronto, Ont.**.....W. J. MOFFATT, City Pass'r Agt., N.W. cor. King and Yonge Sts.

**"**.....C. E. TENNY, City Ticket Agt., N.W. cor. King and Yonge Sts.

**Vancouver, B.C.**.....C. E. JENNEY, Gen'l Agent Pass'r Dept., 527 Granville Street

**Victoria, B.C.**.....C. F. EARLE, City Passenger and Ticket Agent, G.T.P. Dock

**Windsor, Ont.**.....B. A. ROSE, City Pass'r Agent, 12 Sandwich St.

**Winnipeg, Man.**.....W. J. QUINLAN, District Passenger Agent, Union Station

**"**.....T. E. P. PRINGLE, City Pass'r and Tkt. Agt., 260 Portage Ave.

**Wrangell, Alaska.**.....LEO MCCORMACK, Agent

**European Traffic Department**

F. C. Salter, European Traffic Manager, 17-19 Cockspur St., London, S. W., England

G. A. McNICHOLL, Ass't Gen'l Freight and Pass'r Agent

W. E. DUPELOW, General Passenger Agent

PRINCE RUPERT, B. C. WINNIPEG, MAN.



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CONNECTING ROOMS NAMED MAY BE USED EITHER SINGLY OR EN SUITE



# SCENIC SEAS *of the* NORTH PACIFIC COAST

